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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY USSR

SUBJECT Voyage of Dutch Merchant Ship to Leningrad/Hydrographic
Info/Security Measures/New Soviet Motor Torpedo Boat/
Vessels Sighted/Observations AshorePLACE ACQUIRED
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/The Office of Naval Intelligence furnished the following information to CIA for IAC dissemination in accordance with paragraph 3c of NSCID #7. This information was obtained by DIO-3ND and was forwarded as ONI report 209-53.

/The charts referred to below are Deutsches Hydrographischen Institut Charts #79, 154, 181 and 153.

1. Hydrographic Information: When entering the harbor at Leningrad, the track shown must be followed, to avoid minefields, the exact locations and limits of which are unknown. This is difficult because the Soviets continually change the codes of the lights and light buoys.
2. Security Measures: At the end of the third leg at Hogland, a motor torpedo boat is picked up, which escorts the entering ship into the Leningrad lightship. At this point a pilot and customs men board the ship, together with security police, who consist mostly of women. A small cutter replaced the motor torpedo boat escort after passing Leningrad lightship, and made observing difficult, because the ship, especially the bridge, was kept under constant surveillance and all binoculars were confiscated.
3. Naval Vessels: Several types of small torpedo boats were observed in and around Kronstadt. A "very large" battleship was moored to a buoy at approximately the point marked on chart #154 below Kronstadt by a red (1). A "very heavy" cruiser was also moored in Leningrad harbor. Neither of these ships had any hull number or name visible. Many submarines of different types were based at Mittelhafen in Kronstadt, as shown on chart #181.
4. New Soviet Motor Torpedo Boat: We saw a new Soviet motor torpedo boat on what was presumably a shakedown cruise in the canal between Leningrad and Kronstadt. The boat in question was about 100-110 feet long, and its lines closely resembled those of a USCG 83 foot cutter. Its armament consisted of two torpedo tubes mounted well forward, one on each side of the bow, on a flush deck. This torpedo boat was making between 65 and 70 knots.
5. Merchant Vessels: Besides "several" Soviet flag vessels, we observed one Finnish merchant man and one "new" Icelandic motorship (about 4 years old) of about 800 tons.
6. Aircraft: "Many" jet aircraft were seen, presumably patrolling the coast. /From the description furnished by source, it would seem that they were either MIG-15 or Lavochkin

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type planes.]

7. Harbor Defenses: Hogland (Chart #79) is said to be fortified. Military personnel and "several" large guns were observed on the island.
8. Observations Ashore: While in Leningrad the crew was berthed in the International Seaman's Club. A car was furnished, and they were taken on a tour of the city. On this tour, they spent a good deal of time on Lenin Blvd, which extends for 13 Km, and is filled solidly with new, modern, apartment houses, parks, and stores. The people all seemed well-dressed and fed. Female entertainment and companionship was also furnished the crew at a dance one night at the Seaman's Club. We noticed no anti-US or great pro-Communist feeling, and no attempt was made to influence the crew politically. The quality of Soviet television and movies compared favorably with the US variety.

[Collecting Officer's Comments: The validity of all the above information is unknown, since source was contradictory in his political comments. After beginning the interview with the statement that he was a member of the Dutch "Secret Service" and a member of the Dutch Labor Party, which he characterized as violently anti-Communist, he made numerous admiring comments about things Soviet and also stated rather bitterly, that he would prefer to go back to Leningrad because he was treated much better there than he was in New York. He said that if he never came back to New York again he would be happy.]

[Available on loan from CIA Library are photostatic copies of the Deutsches Hydrographisches Institut Charts #79, 153, 154 and 181 referred to in the above report.]

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